

25X1A9a

Approved For Release 1999/09/07 : CIA-RDP71B00263R000200040005-9

ORIG: [REDACTED]
UNIT: IDEA/OSA
EXT: 7930
DATE: 24 FEB 67

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DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

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25X1A6c
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25X1A6c

TO: [REDACTED]

INFO

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CITE

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INFO

LOGS 25X1A2g

25X1A6c

REF: [REDACTED] 4700

1. PURPOSE THIS MSG TO CLARIFY REF AND PROVIDE GUIDANCE FOR FURTHER FLIGHTS TO VALIDATE PERFORMANCE OF DOPPLER NAV SYSTEM.

25X1A5a1

2. AS STATED IN REF, FLIGHT TESTING OF DOPPLER SYSTEM BY [REDACTED] HAS BEEN COMPLETED. ADDITIONAL FLIGHTS ARE TO PROVIDE TRAINING FOR MISSION PILOTS, ESTABLISH SYSTEM RELIABILITY AND DETERMINE DEGREE OF ACCURACY OF SYSTEM. HQ DOES NOT BELIEVE FORMAL TEST PROGRAM NECESSARY TO ACCOMPLISH THESE GOALS. INSTEAD, DOPPLER SYSTEM SHOULD BE INSTALLED IN [REDACTED] AND UTILIZED AS NAVIGATIONAL AID EACH TIME THE AIRCRAFT IS FLOWN ON A NAVIGATIONAL MISSION.

25X1A2g

3. WHEN PROJ HQ FIRST REQUESTED INSTALLATION OF A DOPPLER NAV SYSTEM, DESIRED DEGREE OF ACCURACY WAS ESTABLISHED AS ERROR OF [REDACTED]

25X1D0b

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25X1D0b

SINCE THESE TOLERABLE ERRORS

GREATLY EXCEED THE DESIGN SPECIFICATIONS OF THE SYSTEM, IT SHOULD BE

COORDINATING OFFICERS

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE

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	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

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TO INFO CITE
 THEY ARE NOT CONSIDERED UNREASONABLE;
~~WHILE WITHIN THE CAPABILITY OF THE TECHNICAL REPRESENTATIVES TO~~
 THEREFORE A SATISFACTORY DOPPLER FLIGHT WILL BE ONE IN WHICH
~~MAINTAIN THE SYSTEM SUFFICIENTLY WELL THAT~~ THE SYSTEM ERROR [REDACTED]

4. IN ORDER TO OBTAIN VALID DATA REGARDING THE ACCURACY OF THE SYSTEM, PILOTS SHOULD RECORD POSITION ERROR AT INTERVALS THROUGHOUT THE FLIGHT. THE INTERVALS BETWEEN THESE RECORDINGS SHOULD BE DETERMINED BY THE FLIGHT DURATION, BUT SHOULD NOT BE GREATER THAN ONE HOUR.

5. UPN, REQ YOU PROVIDE HQ WITH A MSG, REPORTING DOPPLER SYSTEM PERFORMANCE, FOLLOW EACH FLIGHT WHICH UTILIZES THE DOPPLER NAV SYSTEM. REPORT SHOULD INCLUDE SYSTEM ERRORS AS RECORDED BY THE PILOT AND THE DISTANCE TRAVELLED FROM THE LAST UP-DATE OF PRESENT POSITION INDICATORS TO THE POINT AT WHICH THE ERROR WAS RECORDED. ALSO INCLUDE ANY ADDITIONAL INFO RELATED TO SYSTEM PERFORMANCE.

6. IT IS PLANNED THAT MAINTENANCE SUPPORT WILL BE PROVIDED BY TECHNICIANS FROM [REDACTED] THESE REPS WILL BE ASSIGNED TO DETACHMENT. [REDACTED] REP CERTIFIED I-2 AND [REDACTED] REP, NO CLEARANCE, ARE PRESENTLY AWAITING I-3 COORDINATING OFFICERS

~~SECRET~~

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APPROPRIATE AGENCIES	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :

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TO

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CERTIFICATIONS. THESE ARE EXPECTED TO BE COMPLETE BY 31 MARCH 1967.

25X1A6a IN THE INTERIM, [REDACTED] WILL SUPPORT THE MAINTENANCE WITH PERSONNEL

25X1A5a1 AND MATERIEL ASSETS FROM THEIR PLANT, REF TELECON [REDACTED]

25X1A5a1 [REDACTED] THIS SUPPORT WILL INCLUDE [REDACTED] IN HIS I-2 STATUS.

25X1A6c 7. FOR [REDACTED] YOU ARE AUTHORIZED DIRECT COORDINATION WITH

25X1A6c [REDACTED] IN SUPPORT OF THE DOPPLER SYSTEMS MAINTENANCE.

END OF MESSAGE

M/OSA WAC

SS/OSA RVL

25X1A9a

25X1A9a

COORDINATING OFFICERS

D/O/OSA

RELEASING OFFICER

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